

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ☐
no ☐

Property Name: S. Kresson Street Industrial District Inventory Number: B-5235
Address: S. Kresson Street, south of E. Lombard Street and north of Eastern Avenue Historic district: X yes ☐ no ☐
City: Baltimore Zip Code: 21224 County: Baltimore City
USGS Quadrangle(s): Baltimore East
Property Owner: Various Tax Account ID Number: N/A
Tax Map Parcel Number(s): _____ Tax Map Number: _____
Project: Red Line Project Agency: Maryland Transit Administration
Agency Prepared By: Parsons Brinckerhoff
Preparer's Name: Matt Manning Date Prepared: 10/1/2011
Documentation is presented in: Enoch Pratt Library--Maryland Room, ProQuest Historical Newspapers Database, Sanborn Fire Insurance Maps
Preparer's Eligibility Recommendation: _____ Eligibility recommended X Eligibility not recommended
Criteria: A B C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: yes Listed: yes
Site visit by MHT Staff yes X no ☐ Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Architectural Description

The S. Kresson Street Industrial District is a collection of early to mid-twentieth-century industrial buildings situated on either side of S. Kresson, south of E. Lombard Street and north of Eastern Avenue in Baltimore City. Most of the district is characterized by long, horizontal non-descript buildings with expansive paved or gravel lots. The buildings are one-to two-stories high with flat or side-gabled roofs, and concrete block or brick facing. Many have been altered by replacement materials or additions, and generally lack ornamentation.

The northern section of the west side of S. Kresson Street (between E. Lombard and Bank streets) consists of long, one-story buildings with their long elevations oriented to the street. The buildings occupy a small portion of their respective parcels; the majority of each property comprises of paved open space. Raised loading docks and garage bays dominate the buildings' east and west elevations. Garage and loading dock door types include paneled wood with multi-light glazing, painted metal sectionals, and

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Jim Johnson
Reviewer, Office of Preservation Services

6/11/12
Date

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Reviewer, National Register Program

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steel rollup units. Most buildings include a small office area centered along the building or at one end. Door types include flush metal and aluminum-framed plate glass. The buildings have few windows, but multi-light fixed or double-hung sash steel units are most common. Most of the buildings' flat roofs are clad in rubber membrane or built-up bituminous material. The first building at the north end of the district's west side at 110 S. Kresson Street was built in 1947 with brick cladding and includes a gabled monitor roof with steel sash windows. Built in 1949, concrete block garage sections of 240 S. Kresson Street flank a brick clad office located at the center. The 1955 building at 250 S. Kresson Street has an altered office section with flat roof in the center flanked by warehouse spaces with side gable roofs. It also has fixed sash aluminum windows. The brick clad 1950s building at 300 S. Kresson Street has a façade dominated by garage doors. The 1947 building at 320 S. Kresson Street has a brick clad office at the south end, and both fixed sash aluminum and sliding sash vinyl-clad window units.

The two long, one-story buildings on the southwest block of S. Kresson Street at Bank Street are garages with their short elevations facing Lombard Street. Built in 1920, 420 S. Kresson Street is constructed of ornamental concrete block and the circa early 1930s building at 422 S. Kresson Street is of standard concrete block construction. Both have flat roofs. The buildings face east, and each façade has a large garage bay with a metal, rollup door. Individual storage units with steel rollup doors extend west behind the buildings as the two long buildings flank a narrow alley.

At the northern end of the district, on the east side of S. Kresson Street, is the two-story 111 S. Kresson Street, built in 1950 and originally used as a diner at the first floor level with lodgings for trucks above. The building is built of concrete blocks and has a flat and a shed roof. The primary entrance into the former diner is located on its south facing façade and consists of two single door openings. Most of the windows are paired double hung wood sash. A circa 1950s building and 1990s building (the latter at 115 S. Kresson Street) are adjacent to the east end of this building's façade; together, the three buildings surround a small parking area adjacent to the street.

Further south on the east side of the street are 235-333 S. Kresson Street, consisting mostly of adjoining buildings from the 1950s. Unlike the rest of the district, these buildings occupy most of their respective lots. Garage bays on the buildings' west facing façades open to the street and include painted metal rollup doors. The painted brick and concrete block one-story buildings have flat roofs; many have multi-light steel casement windows along their rooflines. The building at 235 S. Kresson Street has similar bays on its north and south elevations. A painted green band and decorative diamond-shaped plates ornament each building's roofline.

Landscape/Setting

S. Kresson Street is a two-way, asphalt street extending south from E. Lombard Street and terminating at the Eastern Avenue Underpass (B-5173). Most buildings are set behind asphalt, concrete, or gravel lots of varying depth; many include spaces for semi-truck trailers to be attached to a street-front loading dock. Wood utility poles with attached gooseneck lights occupy the street, mostly on the east side.

This section of S. Kresson Street has no curbs, and poured concrete gutters run its length. Near its south end, S. Kresson Street intersects Bank Street on the west, revealing a section of small cobblestone gutter beneath the asphalt. Narrow stones define the gutter's edge, and larger, rounded stones form the bed; its width matches the later concrete version.

Both the road and the buildings' paved yards are in poor condition, marked by potholes, cracked concrete, and overgrown areas. The former Baltimore & Ohio Railroad - Canton Branch (B-5168) parallels S. Kresson Street to the district's east, and the Philadelphia, Wilmington & Baltimore Railroad (B-5164) forms the district's southern border. The Crown Cork and Seal Highlandtown Plant (B-5172) stands to the south across Eastern Avenue. The district is located amid a mix of other twentieth-

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Date

Reviewer, National Register Program

Date

century industrial areas and early twentieth-century residential rowhouses. Interstates 95 and 895 are situated to the east, and to the district's north is U.S. Route 40.

Historic Context

The S. Kresson Street Industrial District developed during the post-World War II years, starting in the late 1940s. Changes in manufacturing and shipping practices led to increased emphasis on motor truck freight along the United States' rapidly growing Interstate Highway System. S. Kresson Street's proximity to nearby industries and arterial highways spurred its development. Over the following decades, the district's nondescript, utilitarian buildings were used primarily as truck dispatch centers.

S. Kresson Street was laid out as early as 1914, but the area remained unimproved until the 1920s. In that year, a small auto repair shop was constructed on the street's south end near Eastern Avenue at 420 S. Kresson Street. By the time the 1936 Sanborn Map Company fire insurance maps were created, the adjacent 422 S. Kresson Street was constructed. The same maps show residential development to the north, comprising multiple rowhouses at the intersection of S. Kresson and E. Lombard streets.

Rail traffic to the industrialized areas in Canton and elsewhere along Baltimore's harbor was frequent. As automobile use increased, so did complaints from motorists about rail crossings and poor road conditions on the city's east side. To remedy this, construction commenced on the Eastern Avenue Underpass, between S. Haven and S. Macon streets in 1930. Similar grade crossing-elimination projects soon followed. By the early 1940s, plans were in place for additional viaducts along O'Donnell Street and E. Lombard Street in an effort to ease congestion on Eastern Avenue in the Highlandtown area. As the national road system grew in the 1940s and 1950s, trucks became an increasingly important mode of freight transport. New businesses formed around the shipping industry and increasingly became located near Baltimore's Canton industrial area.

Manufacturing methods changed after World War II as the assembly-line method was expanded, refined, and improved. During the 1950s, straight-line production methods became a dominant influence on industrial building design. In straight-line production, raw materials entered a building on one side and finished products came out the other end. A long, one-story building was the most efficient form for optimizing manufacturing and product flow. Unlike the multi-story manufacturing buildings of the early twentieth-century, one-story buildings required no elevators or backtracking of goods, and operations became less expensive. Long buildings were well-adapted for truck freight, accommodating multiple garage bays and enabling the efficient loading and unloading of goods.

Pallets represented another shift in factory production. Pallets could carry raw materials or finished goods, and stacked on identical wood or steel platforms. Each pallet could be easily moved and stacked for storage or transport. Truck trailers operated in the same manner; a trailer could be detached from a truck and left for unloading while the same truck was hitched to an identical, loaded trailer.

By 1951, new buildings had been erected at 110, 240, and 320 S. Kresson Street, all on the street's west side. The Sanborn maps labeled each building as a "motor freight station." The long-planned O'Donnell Street viaduct opened in 1955, and O'Donnell Street became one of several arteries redesigned to connect with the new Harbor Tunnel that opened in 1957 between Canton on the harbor's north side and Fairfield to the south. The tunnel ultimately became part of the Interstate Highway System, forming an important link with other eastern highways.

S. Kresson Street's proximity to nearby industries and new arterial highways made it a good location for the burgeoning trucking industry. Trucking companies and other support services filled the remaining parcels on S. Kresson Street by the end of the 1950s. Although most of the buildings housed truck dispatchers, 111 S. Kresson Street was a diner, serving the truckers themselves. The

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Date

restaurant occupied the building's ground floor, and the upper level offered rooms for rent.

By the late 1950s, new small-scale industrial areas like the S. Kresson Street district became less common. Large, planned industrial parks on undeveloped land far outside the city began replacing these traditional industrial areas. With improved road systems and reliable automotive transport, manufacturers were no longer dependent on railroads and waterways. Suburban locations held the advantages of cheaper land, lower construction costs, and proximity to their employee's homes. Industrial parks incorporated suburban planning trends such as curvilinear streets, architectural harmony, and open landscaped space, offering an uncongested suburban atmosphere with abundant parking.

The S. Kresson Street Industrial District continued to operate primarily as a trucking center for several decades, serving other nearby industrial areas. Currently, many buildings are vacant or only partially occupied. The trucking companies that originally owned the buildings have left the area or gone out of business. Remaining businesses include the Cotton Construction Company, Summit Chemical Company, an auto garage, a clothing company, and several small businesses at 315-333 S. Kresson Street.

All the buildings have been altered, and exhibit filled or covered entrances, windows and garage bays, replacement windows, new additions, and new facing materials, including stucco and aluminum siding. New aluminum siding covers the façade and obscures the garage bays at 300 S. Kresson Street. Other buildings, including 110 S. Kresson Street, are in disrepair. Many of the surrounding industrial areas are vacant or have been targets for redevelopment, including much of the Canton waterfront.

Significance Evaluation

The S. Kresson Street Industrial District was evaluated under National Register of Historic Places (NRHP) Criteria A, B, and C using the guidelines set forth in the NRHP bulletin "How to Apply the National Register Criteria for Evaluation."

The S. Kresson Street Industrial District's association with the post-World War II transition to truck freight transportation is not historically significant. The district was instead a byproduct of its time and did not influence subsequent development. It is typical of modest, unplanned industrial areas developed in and around Baltimore City following the end of the war. Therefore, the district is not known to have made a significant contribution to the broad patterns of our history. The S. Kresson Street Industrial District is not eligible under Criterion A.

Research has not shown that the property is associated with the lives of individuals significant in the past; therefore, the S. Kresson Street Industrial District is not eligible under Criterion B.

The S. Kresson Street Industrial District's long, one-story buildings are typical, but substantially altered examples of ubiquitous late 1940s and 1950s industrial forms within Maryland. They exhibit standard design elements and few distinctive stylistic details; their layout is unremarkable. The same can be said for the earlier garage buildings. The district's buildings are not the work of master architects and incorporate common materials and forms which have been altered over time; garage bays have been covered, and windows, doors, and exterior cladding have been replaced. Collectively, these alterations obscure the district's original appearance and diminish its integrity of design and materials. Therefore, because the S. Kresson Street Industrial District does not convey any distinctive characteristics or artistic values and has been altered, the district is not a good example of a pre-1960 industrial area and is not eligible under Criterion C.

The S. Kresson Street Industrial District was not evaluated for eligibility under Criterion D as part of this assessment.

Based on the evaluated criteria, the S. Kresson Street Industrial District is not eligible for listing in the NRHP.

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Works Consulted

"Classified Ad." The Baltimore Sun. 10 September 1947, p. 29.

"Classified Ad 1." The Baltimore Sun. 6 November 1954, p. 18.

"Classified Ad 11." The Baltimore Sun. 17 August 1950, p. 29.

"Display Ad 26." The Baltimore Sun. 16 May 1974, p. A15.

Sanborn Fire Insurance Maps, 1915, 1936, 1951.

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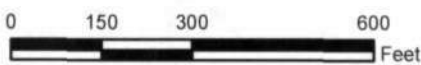
MHT Comments:

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Date_____
Reviewer, National Register Program_____
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S. Kresson Street Industrial District (B-5235)
Baltimore, Maryland

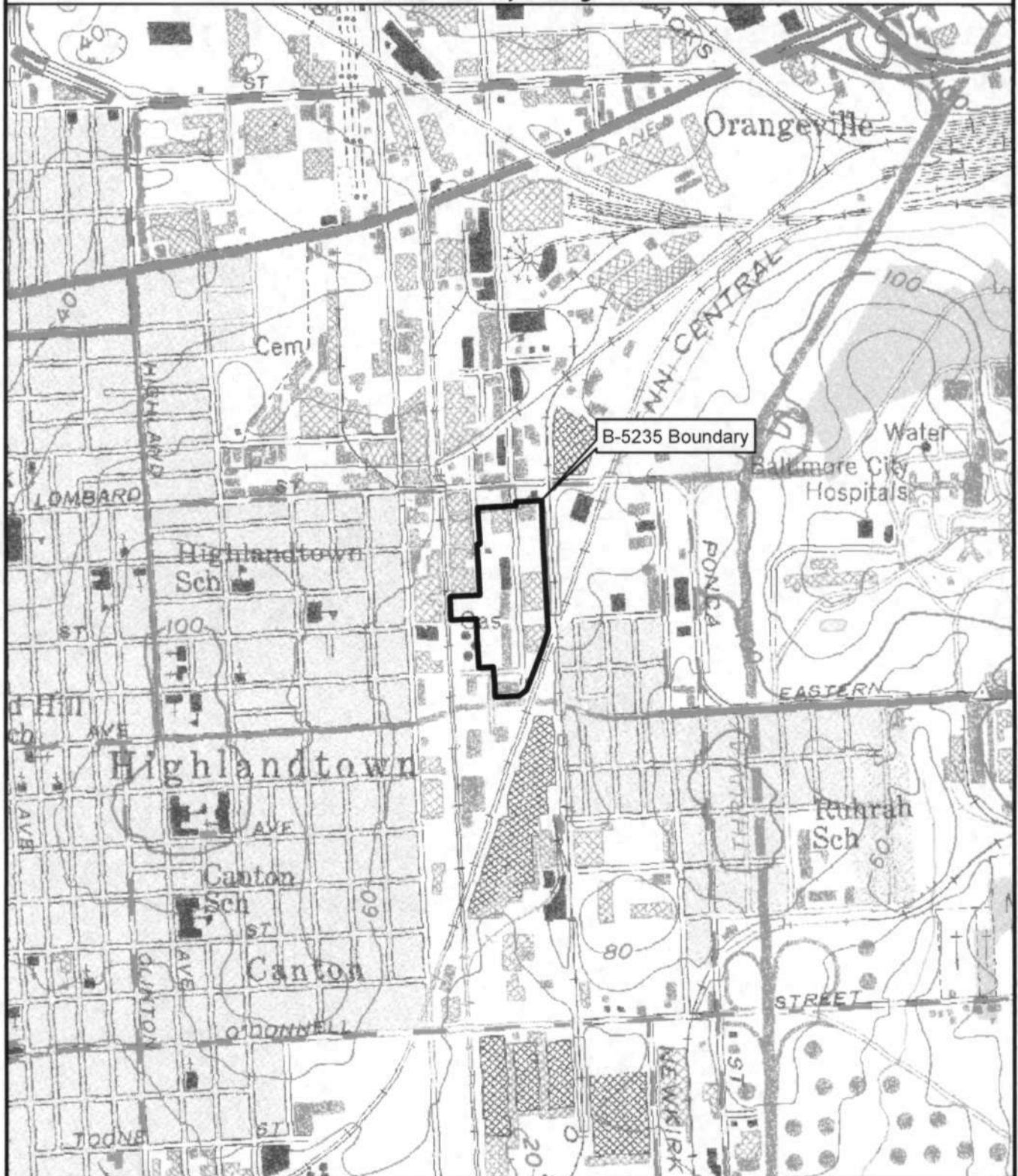


Site Plan



May 2012

S. Kresson Street Industrial District (B-5235)
Baltimore, Maryland



Location Map

0 500 1,000 2,000
Feet

May 2012

PHOTO LOG

B-5235, S. Kresson Street Industrial District

B-5235_2011-09-09_01

-West elevation, south elevation

B-5235_2011-09-09_02

-North elevation, west elevation

B-5235_2011-09-09_03

-North elevation, west elevation

B-5235_2011-09-09_04

-West elevation

B-5235_2011-09-09_05

-West elevation, north elevation at 115 W. Kresson Street

B-5235_2011-09-09_06

-East elevation

B-5235_2011-09-09_07

-East elevation

B-5235_2011-09-09_08

-West elevation

B-5235_2011-09-09_09

-East elevation

B-5235_2011-09-09_10

-West elevation detail at 115 W. Kresson Street

B-5235_2011-09-09_11

-East elevation

B-5235_2011-09-09_12

-East elevation, north elevation

B-5235_2011-09-09_13

-West elevation

B-5235_2011-09-09_14

-West elevation

B-5235_2011-09-09_15

-Entrance detail, east elevation

HP 100 Gray Photo ink on HP glossy premium plus photo paper. CD-R Gold.



B-5235

S. Kresson Street Industrial District
S. Kresson Street, 300 Block

Baltimore City, MD

C. Taniguchi

9/9/11

West elevation, South elevation

1/15



B-5235

Sikresson Street Industrial District
S. Kresson Street, 300 Block

Baltimore City, MD

C. Taniguchi

9/9/11

North elevation, West elevation

2/15



B-5235

S. Kresson Street Industrial District

S. Kresson Street, 300 Block

Baltimore City, MD

C. Taniguchi

9/9/11

North elevation, West elevation

3/15

WAREHOUSE
FOR RENT
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ETCO



B-5235

S, Krosson Street Industrial District

S, Krosson Street, 300 Block

Baltimore City, MD

C. Taniguchi

9/9/11

West elevation

4/15



EIGHTH
CONSTRUCTION
115 WILSON ST

115

B-5235

S. Krosson Street Industrial District

S. Krosson Street near E. Lombard Street

Baltimore City, MD

C. T. Iniguchi

9/9/11

West elevation, north elevation of 115 W. Krosson
Street

9/15



B-5235

S. Kresson Street Industrial District

S. Kresson Street, 300 Block

Baltimore City, MD

C. Taniguchi

9/9/11

East Elevation

6/15



B-5235

Skresson Street Industrial District

S. Kresson Street, 300 Block

Baltimore City, MD

C. Taniguchi

9/9/11

east elevation

7/15



B-5235

S. Kresson Street Industrial District

S. Kresson Street near E. Lombard Street

Baltimore City, MD

C. Taniguchi

9/9/11

West elevations

8/15



B-5235

S. Kresson Street Industrial District
S. Kresson Street, 300 Block

Baltimore City, MD

C. Taniguchi

9/9/11

East elevation

9/15



B-5235

S. Kresson Street Industrial District

S. Kresson Street near E. Lombard Street

Baltimore City, MD

C. Taniguchi

9/9/11

West elevation detail at 115 W. Kresson Street

10/15



B-5235

S. Kresson Street Industrial District

S. Kresson Street, 300 Block

Baltimore City, MD

C. Taniuchi

9/9/11

East elevation

11/15



B-5235

S. KRESSON STREET INDUSTRIAL DISTRICT

S. Kresson Street, 100 Block

Baltimore City, MD

C. Taniguchi

9/9/11

East elevation, north elevation

12/15



B-5235

S. Kresson Street Industrial District
231 S. Kresson Street

Baltimore City, MD

C. Taniguchi

9/9/11

West elevation

13/15



B-5235

S. Kresson Street Industrial District

S. Kresson Street near E. Lombard Street

Baltimore City, MD

C. Taniguchi

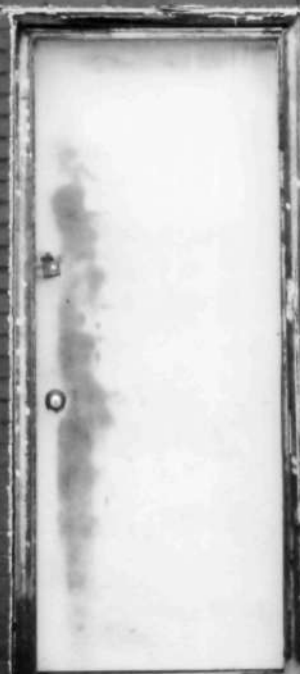
9/9/11

West elevations

14/15



56



B-5235

S. Kresson Street Industrial District
110 S. Kresson Street

Baltimore City, MD

C. Taniguchi

9/9/11

Entrance detail, east elevation

15/15